WET SNOW AND COLD WINDS AT CARSON YESTERDAY.

CORBETT BOXED WITH FIVE MEN

CHANGED HIS PROGRAMME YESTER-DAY AND LEFT OUT HANDBALL.

Fitzsimmons Took a Run Into Carson and Did Hard Gymnasium Work -Dan Stuart Is Improving -Racing and Sport-

ing News.

Carson, Nev., March 1.-March came in like a lion at Carson. A wet snow, driven by colder winds, made it very disagreeable during the early morning hours, About noon, however, the sun came out and in the afternoon the weather was quite mild. Though the conditions were not favorable for outdoor work, Fitzsimmons tacked on behind a cart driven by Stelzner and came to town early this morning. Fitzsimmons makes his headquarters when in town at Stuart's office and there he spent an hour or more reading the papers and writing

Some enterprising inventor sent a nev device for exercising the wrist and fore-arm to Stuart with a request that the big fighters give it a trial. Bob tried it a few minutes, but decided that it was not of much account, saying that he guessed he could get enough exercise at his present outfit for all purposes without introducing any new instruments into his quarters. The New Zealander feels first-class since his cold disappeared and says that he is doing all the work necessary, as he is in

condition already.

The auburn haired fighter did his usual amount of afternoon work in the gymna-sium, keeping his three trainers on the jump for an hour, finishing up with a rub-down and alcohol bath.

Jim Corbett changed his routine labors to-day. He cut out handball, contenting himself with bag punching and boxing. His pout at the latter exercise was unusually interesting to the crowd of newspaper coridents and a few visitors from Vir ginia City and other near-by towns.

interesting to the crowd of newspaper correspondents and a few visitors from Virginia City and other near-by towns. The champion had five men in waiting to take turns at the gloves-Jeffreys, McVey, Ed Green, Woods and Joe Corbett, sparring with each in the order named without a moment's intermission, for two rounds each, with the exception of Jeffreys, who came in for three rounds. For thirty-four minutes he kept it up, changing men at the end of each round.

It was noticed that each man used a different style in fighting the champion, Jeffreys, who is the strongest man on the force, does rushing work. Much has been sent out from Carson about Corbett's sparring with Jeffreys some writers claiming that Jeffreys gave the latter all he could do to avoid his rushes. As a matter of fact, Jeffreys' instructions are to rush and corner Jim if possible, giving the champion practice at extricating himself from tight places. He allows the big fellow to corner him, but usually gets away without having the gloves put on him. He reaches Jeffreys when and where he pleases. In his bout this morning with the new aspirant for championship honors Corbett landed apparently vicious uppercuts, which caused Jeffreys' jaws to come together with a snap. Unfortunately, his tongue was caught between them once and for several seconds the big fellow held his jaws with both hands and howled with pain.

Joe Corbett is the quickest with the gloves of all the trainers, and to him falls the duty of trying to reach his big brother's jaw with his right hand swings, a la Fitzsimmons. So far he has falled to connect with the desired spot. Jim does not counter on Joe when the latter misses, but contents himself with a few left hand jabs on his brother's face by way of variety. The hard punches are usually reserved for Billy Woods. Even with the protection of his armor. Woods' lot is not a happy one It is understood Jim will do no work tomorrow, as he is expecting his wife up from San Francisco to spend the day.

Dan Stuart has given out the followin

statement:

"While much has been said for and against the admission of ladies to the amphitheater. I have studied the matter in all its phases and have been in consultation with my attorneys and many eminent men on the subject. After mature and careful consideration I have decided to admit ladies under proper escort. To that end I have set aside a section from which the ladies can view the contest with all the privacy and comfort possible."

SILVER CHAMPIONSHIP BELT. State of Nevada May Appropriate

Money to Buy One for the Fighters.

Carson, Nev., March 1.—Not content with legalizing the contest for the world's puglistic championship, Assemblyman Tim Dempsey proposes to introduce a bill in the legislature within the next few days asking for an appropriation of \$3,000 for the purpose of having made a gorgeous belt of silver, with diamond studding, to be presented to the winner of the great battle. The bill is being drawn up at the present time, and it provides that the scretary of state shall deliver the belt on the 18th off March, along with a certificate and affidavit notifying the world of the significance of the trophy. It is intended to have on the belt a reproduction of the official seal of Nevada, and a fac simile of the signature of Governor Sadler to the approval of the measure.

It is claimed that a majority of the members of the legislature have signified their will gness to vote for the bill, and that Governor Sadler has already given his consent to sign the act if it passes. val of the measure.

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guess to vote for the bill, and that
ernor Sadier has already given his conit to sign the act if it passes.

GARDNER OFF FOR NEW YORK. Gone to Train for His Battle With Solly Smith, Scheduled for

March 13. Oscar Gardner returned from Pittsburg, Kas., yesterday, and last night left for New York, to train for his battle with Solly Smith before the Broadway Athletic Club,

Gardner knows that in Smith he is meeting one of the best men in the country, and he is going to train faithfully for the bat-tle. He expects a hard game, but is con-fident he will make a showing which will not disappoint his numerous Kansas City

Corbett on Fitz' Weight.

Carson, Nev., March 1. — Corbett says that the idea that he will weigh in the neighborhood of 180 pounds when he enters the ring is erroneous, for as a matter of fact he expects to tip the scales at 165 pounds, which is three pounds lighter than the weight at which he fought Peter Jackson.

Speaking of Fitzsimmons' weight he said yesterday: 'His dropping back into the middleweight class for this occasion looks to me like looking for a soft place to fall. He scents defest, and wants to be prepared to say when the fight is over: 'Oh. Corbett only licked a middleweight. I am still the champlon of my class.'"

Several members of the Boston Athletic Club have forwarded to Corbett a forearm exercise machine that was only patented last week. With it they send their compliments and hopes for the Californian's victory. The machine is a handsome combination of oak and German silver, and is shaped like a small Indian club, with a suction rod rouning through it. Corbett will give it an immediate trial.

"Scaldy Bill" and Ferns Matched. "Scaldy Bill" Quinn, who is now at Pitts-urg, Kas., has been matched for a ten ound go with Jimmy Ferns, the crack of hat section of Kansas. The stipulation is hat Quinn shall put Ferns out in ten ounds, the latter to be declared the win-

San Leandro Road Race.

San Francisco, March 1.—In the annual twenty-five mile road race over the San Leandro road course there were eighty-four starters, but owing to the poor condi-tion of the road only forty-three finished.

MORE BAD WEATHER. LiverIIIs TEXAS CLASS RATES.

Hoods

25 cents. All druggists.

Prepared by C. I. Hood & Co., Lowell, Mass

The only Phil to take with Hood's Sarsaparilla.

Tony Deimas, of San Jose, won the time prize and lowered the coast record for the distance in 1:09. E. A. Bozio, of the Im-perial Club, with five minutes' handicap, finished first in 1:10:27 3-5.

WINNERS AT NEW ORLEANS.

Sim W., With Clayton in the Saddle,

Won the Carnival Handicap

in a Big Gallop.

track fair.

New Orleans, March 1.-Weather fine;

First race-Purse; six furlongs. Lillian

E., 100 (C. Reiff), 7 to 1, won; Strathreel, 113 (Combs), 7 to 1, second; Senator Mor-

SAN FRANCISCO WINNERS.

Single Favorite Landing

the Money.

San Francisco, March 1.-Weather at In-

gleside cloudy; track muddy. Summary: First race—One mile. Charlemagne won:

Play Boy, second; Tar and Tartar, third. Time, 1:4614.

Time, 1:464.

Second race—Seven furlongs; selling, Camelia won; Road Runner, second; Meadow Lark, third. Time, 1:32.

Third race—Seven furlongs; selling, Gutta Percha won; Double Quick, second; Frank K. third. Time, 1:2612.

1:16%.

Fifth race-Five furlongs. True Blue won: The Sinner, second; Mercutio, third. Time, 1:66%.

Sixth race-One mile. Colonel Wheeler won: Stentor, second; Imp. Ivy, third. Time, 1:46%.

KANSAS CITY DOGS ENTERED.

Highly Bred Canines Will Try for

Blue Ribbons at the St.

The Kansas City kennels will enter sever

Great Danes, four pugs, two St. Bernards,

an English bulldog, a Scotch collie, an English setter and a Blenheim for the St.

Louis show, which opens to-morrow morn ing. Among these are the Great Dane

have a pedigree. Any dog can be shown if he is listed and his entrance fee paid.

CYCLE SHOW FOR KANSAS CITY.

Kansas City Cyclists Will Probably

Give One at Their Club House

on March 25, 26 and 27.

after all. The local Cycle Dealers' Asso-ciation has about given up the ghost, but

the directors of the Kansas City Cyclists

PRAISE FOR PITCHER NEWELL Frank Leonard Writes Manning That

the Augusta Man Will Be

Manager Manning had a letter about one

of his numerous pitchers yesterday which

cleased him greatly. The letter came from Frank Leonard, one of the ablest managers

in the New England League, and was in relation to Pitcher Newell, of Augusta,

who has been signed for the Blues this year. Leonard has brought out lots of promising players in his time, and he thinks that in Newell Manning has secured a youngster who will certainly make his

mark.
Leonard brought out Win Mercer, the famous Washington pitcher, who, to-day has few superiors in the National League, and he writes that he considers Newell as good a pitcher to-day as Mercer was when he went to Washington. If Newell is anywhere near as good as the Washington crack, he will cut quite a figure in the Western League.

Western Association Schedule.

St. Joseph. Mo., March 1.—(Special.) President Hickey, of the Western Association, has fixed March 10, at Quincy, for holding the next meeting, when a schedule for the season will be made up,

a Winner.

Karsas City is to have a cycle show

Louis Show.

Speculators Were All at Sea, Not

KANSAS CITY DIFFERENTIAL 20 pation, sour stomach, indigestion are promptly cured by Hood's Pills. They do their work CENTS UNDER ST. LOUIS.

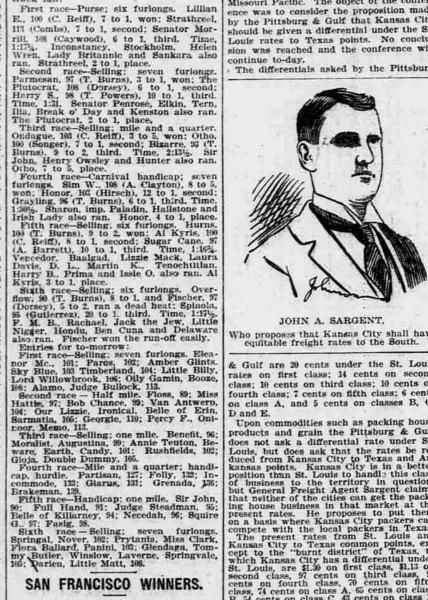
THE TRANS-MISSOURI MEETING.

WILL BE ASKED TO EQUALIZE NE-BRASKA GRAIN RATES.

New Southwestern Traffic Rules Governing Minimum Balances and Maximum Absorptions-No Secretary for Local Association.

A conference was held yesterday at the A conference was neio yesterday at the general freight offices of the Kansas City, Pittsburg & Gulf, between General Freight Agent John S. Sargent of that line, As-sistant General Freight Agent H. E. Farell, of the Cotton Belt, and Assistant General Freight Agent H. G. Krake, of the Missouri Pacific. The object of the conference was to consider the proposition made by the Pittsburg & Gulf that Kansas City hould be given a differential under the St. Louis rates to Texas points. No conclu-sion was reached and the conference will continue to-day.

The differentials asked by the Pittsburg



JOHN A. SARGENT, Who proposes that Kansas City shall have equitable freight rates to the South.

rates on first class; 14 cents on second class; 10 cents on third class; 10 cents on fourth class; 7 cents on fifth class; 6 cents on class A, and 5 cents on classes B, C, D and E.

on class A, and 5 cents on classes B, C, D and E.

Upon commodities such as packing house products and grain the Pittsburg & Gulf does not ask a differential rate under St. Louis, but does ask that the rates be reduced from Kansas City to Texas and Arkansas points. Kansas City is in a better position than St. Louis to bandi: this class of business to the territory in question, but General Freight Agent Sargent claims that neither of the cities can get the packing house business in that market at the present rates. He proposes to put them on a basis where Kansas City packers can compete with the local packers in Texas. The present rates from St. Louis and Kansas City to Texas common points, except to the "burnt district" of Texas, to which Kansas City has a differential under St. Louis, are \$1.30 on first class, \$1.13 on second class, \$7 cents on third class, 90 cents on fourth class. 70 cents on fifth class, 74 cents on class E.

To points in the "burnt district." Fort Worth, Dallas, etc., the Santa Fe and Missouri, Kansas & Texas have differentials under St. Louis—20 cents on first class, 14 cents on second class, 2, cents on first class, 14 cents on second class, 8, 5 cents on hird class, 7 cents on fourth class, 5, 5 cents on class B, 51 cents on

the burnt district only, and will increase the market tribuatry to Kansas City jobbing houses to that extent.

It is understood that while the Pittsburg & Gulf road has not actually signified its intention of becoming a member of the Southwestern Traffic Association under any conditions, it has practically said that it would not consider the proposition of membership in the association until its demands for the above differentials had been granted. It is also understood that these differentials will be put into effect and maintained by the Pittsburg & Gulf regardless of whether an agreement to that effect is reached with the St. Louis lines or not.

Even with the St. Louis lines or not.

Even with the publication of the differentials proposed St. Louis will have an advantage over Kansas City on carload shipments, and it will be only on less than carload lots that the jobbers of this city will be able to meet keen competition from St. Louis into the territory named.

The class rates between the Mississippi and Missouri rivers are as follows: Sixty cents on first class, 45 cents on second class, 55 cents on third class, 27 cents on fourth class, 22 cents on fifth class; 24½ cents on class B. The first four classes apply to carload shipments, and the six remainder to less than carload. Inasmuch as the bulk of the Texas business is on less than carload shipments, Kansas City jobbers, by shipping from Eastern markets at carload rates, will, it is expected, be able to meet St. Louis competition generally in Texas with the differential rates proposed by the Pittsburg & Gulf.

TRANS-MISSOURI MEETING.

TRANS-MISSOURI MEETING.

Grain Men Will Demand From It the Withdrawal of Discriminating Rates Against Kansas City.

Kansas City grain men are bringing to bear all possible pressure upon the Ne braska lines, members of the Trans-Mis-souri Freight Association, which will meet souri Freight Association, which will meet at the Coates House to-day. The grain rates to Kansas City from the territory of the Union Pacific and Elkhorn roads in Nebraska have been discriminative against this market for several months. The Burlington line recently made some reductions, but grain men are not entirely satisfied with the Nebraska rates as they stand from the territory of that line. A special committee of the roads interested will submit a report to the trans-Missouri association at this meeting, and it is hoped some action will be taken to equalize the rates.

Under the present tariffs the rates to St. Louis are in some instances under those to the directors of the Kansas City Cyclists have been considering a show, and it is practically settled that at their next meeting they will decide to do so. The show, if held, will be at the club house of the Kansas City Cyclists, and probably on March 25, 26 and 27.

A survey of the available room for such a show at the club house shows that all the dealers in Kansas City can be given accommodations, and as the space will cost them nothing, they will doubtless be giad to avail themselves of the opportunity to place before the wheel public their new models for 1887.

the rates.
Under the present tariffs the rates to St. Louis are in some instances under those to Kansas City, but practically this is not true, because the minimum rate to points beyond Kansas City applies on shipments to this point. This leaves the rates the same to Kansas City and St. Louis. As the latter point has cheaper rates, both to the seaboard and Gulf, than apply from Kansas City, the discrimination forces all grain from the territory in question to St. Louis as against Kansas City.

The Elkhorn road is not a Kansas City line, and it is questioned if relief can be secured from it, but the Union Pacific is eminently a Kansas City line, and unless the discrimination in favor of St. Louis is done away with it is not improbable that a boycott will be declared against the road, and its officials will be asked to look to St. Louis for their business. This would, it is expected, have the effect of getting what six months of requesting has failed to secure.

Another demand of the Kansas City grain

Another demand of the Kansas City grain

men, which will be considered by the trans-Missouri representatives, is that grain be permitted to stop in transit at Kansas City on through billing when destined to the East. This privilege is allowed at Omaha.

SOUTHWESTERN GRAIN RATES. Association Issues a Circular on the Subject Which It Will Require

Time to Translate. The Southwestern Traffic Association has issued a circular providing that when the same association line hauls grain, grain products or hay, into and out of a reconsigning or milling point, other than Mis-sissippi and Missouri river points, the maxsissippi and Missouri river points, the maximum absorption limit shall not interfere with the protection of the through rate from point of shipment to destination.

When the same association line hauls the grain, grain product or hay into or out of a reconsigning or millirg point, other than Mississippi and Missouri river points, the maximum absorption limit, or mini-

Celebrated for its great leavening strength and healthfulness. Assures the food against alum and all forms of adulteration common to the cheen brands. to the cheap brands. ROYAL BAKING POWDER Co., New York

mum balance, shall not interfere with the protection of the through rate from points of shipment to destination.

The maximum absorption on corn is changed from 11 cents to 12 cents, and the minimum balance on corn from 20 cents to 19 cents. These changes are effective March 21.

March 21.

The circular, while it follows the regulation idea of vagueness, so popular with rate compilers, evidently intends to place all reconsignment points, wherever located, on the same basis. This would have the effect of withdrawing the seventy-two hour stoppage for inspection privilege at Kansas City, but would place the interior points on practically the same basis.

Local grain men had not yesterday succeeded in translating the circular to their entire satisfaction, and had not decided whether they would be in favor of it or opposed to it when its meaning is reduced to English that may be understood.

No Secretary Yet.

No Secretary Yet.

The local passenger association again falled to elect a secretary at its meeting yesterday and adjourned subject to the call of the chairman of yesterday's meeting. George H. Foote, of the Milwaukee road, who will also act as temporary secretary pending the next meeting. Three new candidates were balloted for yesterday, but it was generally believed by passenger representatives after adjournment that Fred Cornell, agent of the Missouri Pacific, at Lincoln, who was formerly with the Union Pacific passenger department here, and who has led in the balloting for secretary since the second meeting of the association for the purpose of electing a successor to Mr. Speers, will be chosen at the next meeting. The selection will be for only thirty days, at the end of which time a permanent secretary will be elected, which will probably be Mr. Cornell, if he is elected to the temporary position.

East Bound Shipments.

East bound shipments last week amount-ed to 81.564 tons, against 34,033 tons for the previous week. The tonnage carried by each of the competing roads was as foilows:
Michigan Central, 19,142; Wabash, 6,442;
Lake Shore, 8,897; Fort Wayne, 11,211; Pan-hardle, 12,429; Baltimore & Ohio, 5,740; Grand Trunk, 7,533; Nickel Plate, 7,518; Erie, 7,731; Big Four, 4,237.

Mr. Wickes Off for Home.

Mr. Wickes off for Home.

Thomas H. Wickes, vice president and general manager of the Pullman Palace Car Company, who has been at the Midland for a few days, left last evening for Chicago. His visit here was to meet the officials of the Pittsburg & Gulf company regarding the equipment of the line. It is understood the Pullman people are anxious to get their equipment on the line.

Rallroad Notes.

George L. Carmen, chairman of the Western Weighing Association, was in Kansas City yesterday. A perpetual lease was perfected yester-day, by which the South Carolina & Geor-gla secures control of the Augusta South-ern railway.

ern railway.

The Jacksonville, Tampa & Key West railway was offered for sale at Jacksonville, Fla., yesterday without a single bidder. The sale was postponed until the first Monday in April.

Judge Ailen, in the United States court at Springfield. Ill., yesterday, dissolved the temporary injunction restraining the Santa Fe from dissolving a joint traffic agreement with the Quincy, Omaha & Kansas City.

Effective March 12, a tariff has been issued by the Southwestern Traffic Association on live stock. This is the first joint tariff on live stock issued by this association. No important changes are made in the rates.

Three new stations have been opened on the line of the Kansas City, Pittsburg & Gulf between Mena and Horatio, and have been named respectively. Sherwood, Gillham and Orr, in honor of three prominent officials of the company. Senator Farrelly yesterday filed an ap-plication with the Kansas board of rail-road commissioners asking for an order to compel the Frisco road to open and maintain offices at Brooks and New Al-bany, two small towns in Southern Kan-

The Chicago-St. Paul lines had another meeting yesterday to try and reach an agreement as to how the percentages of the roads that have fallen behind in their allotments should be evened up. They falled in their purpose, no settlement appearing possible for the present.

A party consisting of F. A. Hornbeck, land commissioner of the Pittsburg & Gulf; H. L. Harmon, general Southwestern agent of the Burlington; J. J. Cannes, L. D. Orrison and E. M. Clendening, secretary of the Commercial Club have gone to Port Arthur, where Mr. Hornbeck will show the other gentlemen some fine real estate. The Chicago-St. Paul lines had another

PERSONAL.

O. D. Bunks, Denver, is at the Coates. L. Edwards, Dixon, Ill., is at the Coates A. J. Donley, Kenosha, is at the Coates. L. Perry, Cincinnati, is at the Coates B. Katz. Paterson, N. J., is at the Coates. G. W. Bement, Lansing, Mich., is at the

G. H. Worden, New York, is at the Thomas W. Johnson, Chicago, is at the H. D. Warner, New Britain, Conn., is at

J. S. Knight, Washington Court House, F. E. Carr, St. Louis, is at the Savoy. W. B. Young, Boston, is at the Savoy. F. W. Egan, Pittsburg, is at the Savoy. Forrest Pratt, Chicago, is at the Savoy. Robert Nesch, Pittsburg, is at the Savoy.

G. W. Smooch, Otoe, O. T., is at the Sa-F. J. Weber, Connorsville, Ind., is at the C. H. Williams, St. Louis, is at the New Albany.

J. W. Spoor, Joplin, Mo., is at the New Albany. Albany. H. S. Wimmer, Edna, Kas., is at the New Albany. J. C. Crook, Dearborn, Mo., is at the New Albany. A. J. Ledman, Andrews, Ind., is at the New Albany.

Police Commissioner Fyke and Coal Oil Inspector Fred Fleming went to St. Louis last evening.

Fill a bottle or common glass with urine and let it stand twenty-four hours; a sedinent or settling indicates a diseased condition of the kidneys. When urine stains linen it is positive evidence of kidney trouble. Too frequent desire to urinate, or pain in the back, is also convincing proof that the kidneys and bladder are out

HOW TO FIND OUT.

WHAT TO DO.

ast evening.

WHAT TO DO.

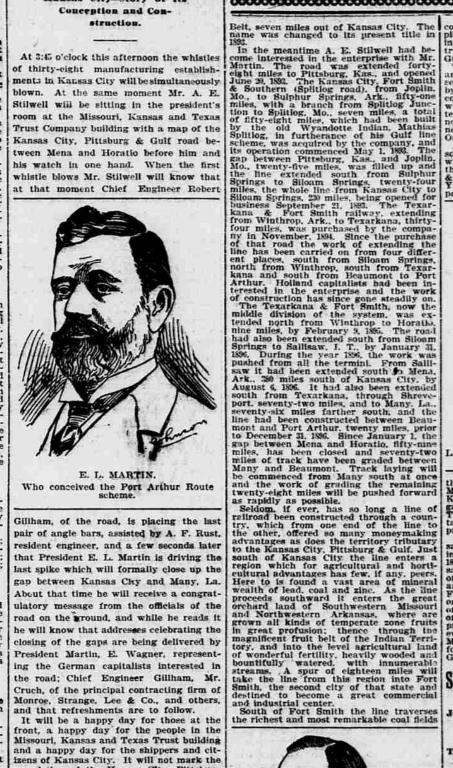
There is comfort in the knowledge, so often expressed, that Dr. Klimer's Swamp-Root, the great kidney remedy, fulfills every wish in relieving pain in the back, kidneys, liver, bladder and every part of the urinary passages. It corrects inability to hold urine and scalding pain in passing it, or bad effect following use of liquor, wine or beer, and overcomes that unpleasant necessity of being compelled to get up many times during the night to urinate. The mild and the extraordinary effect of Swamp-Root is soon realized. It stands the highest for its wonderful cures of the most distressing cases. If you need a medicine you should have the best, Sold by druggists, price 50 cents and \$1.00. For a sample bottle and pamphlet, both sent free by mail, mention The Journal and send your full postoffice address to Dr. Klimer & Co., Binghamton, N. Y. The proprietors of this paper guarantee the genuineness of this offer.

WHEN PRESIDENT MARTIN DRIVES THE LAST SPIKE TO-DAY.

GAP IS NOW ALL BUT CLOSED.

CONNECTION WILL BE MADE AT 3:45 THIS AFTERNOON.

Kausas City, Pittsburg & Gulf Continuous for 660 Miles South From Kansas City-Story of Its. Conception and Construction.



front, a happy day for the people in the Missouri, Kansas and Texas Trust building ansouri, Kansas and Texas Trust building and a happy day for the shippers and citzens of Kansas City. It will not mark the completion of the Kansas City, Pittsburg & Gulf system, but it will mark the opening of that line for business between Kansas City. sas City and Texarkana, Shreveport, Galveston, Houston, New Orleans and all points in Arkansas, Texas and Louisiana. Of the 760 miles of line between Kansas City and Port Arthur, 660 miles of track vill have been laid at 3:45 o'clock to-day Of the 100 miles remaining, seventy-two are graded and teady for the track, while twenty-eight miles of the road between Many La., and Beaumont, Tex., are still Port Arthur before May 1.

President E. L. Martin, Assistant General Manager T. C. Sherwood, General Manager W. A. Williams, of the middle division, and Industrial Agent F. W. McDon-

Manager W. A. Williams, of the middle division, and Industrial Agent F. W. McDonald left Kansas City last night to be in attendance at this afternoon's ceremonies, when the last spike is driven.

Though the last to be constructed, the route followed by the Pittsburg & Guif line was one of the first considered. The real pioneers in the projected roads from Kansas City to the Guif was the old Kansas City, Fort Scott & Guif, of which the late Kersey Coates was the first president in the 69s. Permission was withheld by the United States government for a line through the Indian Territory until 1889, when a bill was passed granting the right of way through the territory to the first line that reached the Neosho valley.

Two roads had been constructed to points near the Neosho valley, and a race at once commenced between the Kansas City. Fort Scott & Guif and the Missouri, Kansas & Texas. The former won fairly, and it looks as though Kansas City's dream more than twenty-seven years ago of a disect Guif line would soon be realized. Robert L. Stevens, of Sedalla, who was at the head of the Missouri, Kansas & Texas, which had strung ties and rails along in feeble imitation of railroad building, secured a governmental decision that the Kansas City road had not reached the genuine Neosho valley, and that his pretense of a road had given his company the right of way under the act of congress. This decision was sustained, and the "Katy" road continued its line to Galveston.

The old Kansas City, Fort Scott & Guif is now a part of the Kansas City, Fort Scott & Memphis and thence into the Southeast. Many



A. E. STILWELL, Head of the company that financiered th Kansas City, Pittsburg & Gulf project.

schemes for a road from Kansas City to the Gulf, following practically the route of the Kansas City. Pittsburg & Gulf, have since been formed. Some of the companies undertook and accomplished the construc-tion of short lines, and several of these links have been absorbed into the new sys-tem.

links have been absorbed into the new system.

The real genesis of the Kansas City Pitteburg & Guif dates from the organization of the Missouri Coal and Construction Company by E. L. Martin, in 1885. This company was capitalized at \$800,000 to construct the Kansas City, Rich Hill & Southern which is remembered as the "Second street Guif line." November 6, 1897, the Kansas City, Nevada & Fort Smith railinay was chartered, and took up the work of the old Missouri Coal and Construction Company. The road was opened from Grand View, Mo., to Hume, Mo., fifty-seven miles, October 1, 1891. From Kansas City to Grand View the road, twenty-five miles, is operated over the tracks of the Kansas City. Osceola & Southern railway, after leaving the Kansas City Suburban

The Dead Shot For "LA GRIPPE.

"KILL-A-COLD" is in small tablets, easy and pleasant to take. Perfectly Safe and Absolutely Harmless to give to Children. If your druggist hasn't got it in stock, he can quickly get it for you from either local jobbers—Faxon, Horton & Gallagher, or Evans Smith Drug Co., and we authorize him to cheerfully refund your 25c if you are not perfectly satisfied with results Will be sent by mail.

Todd Chemical Co.,

ROBERT GILLHAM, Chief Engineer of the Kansas City, Pitts burg & Guif.

west of the Appalachian mountains, with a semi-anthractic product which is comparatively smokeless.

To one familiar with the rest of the region southward—the vast undeveloped empire stretching from the Arkansas river to the deep sea terminus on the Gulf—it is painful to contemplate the misconception and ignorance which prevails concerning it. It is no great exaggeration to say that ninety-nine out of every 100 Northern and Eastern people have an absolutely erroneous idea of the kind of country which this new North and South line will bring into touch with the rest of the world. The first province of the new agricultural empire being ideveloped by the Port Arthur route, and one now ready for the hand of thrift to seize and utilize, is the region around Mena, in Western Arkansas, a new city, which is the actual center of 17,500 aquare miles of almost untoucned territory, an elevated and salubrious area greater than the states of Massachusetts and New Jersey put together, unspeakably attractive in soil, climate and water, magnificently timbered with walnut, oak and pine, and capable of growing every product known to the temperate zone.

From Mena south the road passes through virgin forests of yellow pine. After leaving Texarkana the long leaf pine is found in heavy growth. Cypress, too, is not uncommon in Southern Arkansas and Northern Louisiana. At Shreveport is located the second greatest city on the line and the second city in Louisiana. It is already an insportant railroad center, with a large territory commercially tributary to it. The building of the line from Shreveready an important railroad center, with a large territory commercially tributary to it. The building of the line from Shreve-port to Port Arthur will throw open to cutting one of the finest bodies of virgin yellow pine timber in the world, now 100 miles from transportation. This great timber body is practically untouched by the ax. The railroad will run through it continuously for 100 miles in Sabine. Vernon and Calcasieu parishes. These parishes are very thickly timbered with the finest kind of short and long leaf pine. The trees are large in diameter and very tall, even for pine. On occount of the lack of railway transportation—being seventy-five miles in either direction—the forest has not been cut, the long haul making the logging too expensive.

cut, the long haul making the logging too expensive.

The Calcasieu and Sabine rivers average a depth of nineteen to thirty feet. Small steamers ply as far north as Logansport, on the Sabine, and forty to sixty miles north of Lake Charles, on the Calcasieu. These streams are supplied by twenty to thirty small streams which form the natural drainage and waterway for over 3,000 miles of territory in Lousiana and equally as many in Texas. As the rainfall in this section averages about fifty-two inches per annum, the timbermen have no difficulty in securing sufficient water to float their timber.

annum. The University in securing sufficient water to float their timber.

So much has been said about Port Arthur, the Southern terminus of the roud, located on the north bank of Sabine lake, about six miles from the head of Sabine Pass, that there is little new to be said. It is here that the officials of the Kansas City, Pittsburg & Gulf hope to build an important scaport city. Through this gateway they expect to direct much of the export and import business passing through the Gulf ports. In the effort to do this Kansas City, the great commercial center on the line, cannot but be benefited.

The Stilwell system of roads to the north of Kansas City will work in connection with the Southern system when completed, which, it is expected, will be on about the same date that the line is opened to Port Arthur. The grading has been practically completed between Trenton and Pattonshurg, and track taying has commenced on the gap which is to connect the Quincy, Omaba & Kansas City with the Omaha & St. Louis, making a through line between Omaha and Quincy. Work is progressing at both ends of the old Winner road, which forms the nucleus of the northern connecting line, which is to bring the Omaha-Quincy line lato Kansas City.

The decyening of the channel from Sabine Pass to Port Arthur, on which work has

commenced, and which is to be accomplished by August I, will make the last link in the chain and give the new longitudinal trunk line a deep water harbor on the Gulf.

The new railroad is 197 miles shorter than any other route from Kansas City to the sea and 536 miles shorter than the distance by rail from Kansas City with each of the twenty-six railroads centering here, and, with the completion of the northern connecting line will be given connections with all the roads centering at Omaha, Des Moines and Quincy.

Arthur E. Stilwell, president of the Missouri, Kansas and Texas Trost Company, who has been the most important factor in the building of the Kansas City, Pittsburg & Gulf, is a native of the state of New York, and is the grandson of one of the prominent promoters of the Eric canal and



F. A. HORNBECK. Land Commissioner of the Kansas City.
Pittsburg & Gulf.

the Western Union Telegraph Company.
Mr. Stilwell removed from New York to
Kansas City about ten years ago. He organized the Missouri, Kansas and Texas
Trust Company, which has been an important instrument in the upbuilding and improvement of Kansas City.
Edward L. Martin, president of the Kansas City, Pittsburg & Guif road, was born
in Kentucky. He came to Kansas City in
1863. In 1873 he was elected mayor of Kansas City, declining re-election at the end
of his term. He was one of the originators
and a director in the branch of the Santa.
Fe which runs into Kansas City, and was
one of the original members of the board
of trade. He was treasurer of the board
of education twenty-one years and has been
prominent in financial affairs of the city
ever since he became a resident here. With
Mr. Stilwell he shares the principal cradit
for the successful construction of the new
Guif air line.

SHOT WITHOUT WARNING.

JOHN J. HARRINGTON PAINFULLY WOUNDED BY JAS. CROWLEY.

The Two Men Had Quarreled and Crowley Had Been Ejected From Harrington's Saloon - Occurred at 1:40 a. m.

John J. Harrington, an ex-policeman and proprietor of a saloon at 1140 Independence avenue, was shot and dangerously woundson of a local contractor. The shooting took place in Harrington's saloon. Crowley was arrested and locked up at Central po-lice station. Harrington was also taken to the same place and his wounds dressed by

the police surgeon. There has been ill feeling between Crowley and Harrington for some time past, owing to some trouble the two had had some time ago.

At 1 o'clock this morning Crowley en tered the saloon and was ejected. T. F. Gregg, the day bartender, was loafing about the saloon and led Harrington into the rear of the saloon.

the saloon and led Harrington into the rear of the saloon.

At 1:40 this morning Crowley re-entered the saloon and, without any warning, drew as 38-caliber revolver and fired at Harrington, who was then behind the bar. The builet struck him in the right shoulder.

William Tobin, ex-Officer Jack Cronin and Bartender Gregg were all in the saloon at the time, but the shooting was done so quickly that none of them could prevent it.

Officer Will Murphy heard the shot and hastily entered the saloon. He placed Crowley under arrest and called the police ambulance, in which Harrington was taken to Central police station by the police surgeon.

to Central police station by the police surgeon.

After the shooting occurred Gregg, Tobin and Cronin assaulted Crowley and beat him severely. The revolver was taken from him and he was arrested a few minutes afterwards.

Crowley is 25 years of age and was formerly an elevator boy in the county court house. He had been drinking considerably last night but does not bear the reputation of being quarrelsome.

The police surgeon said at 2:20 o'clock this morning that Harrington's wounds were not of a serious nature.

The trouble between the two men originated in Harrington's refusal to give Crowley any more free drinks. Harrington is a very large man and weighs more than 200 pounds. He was on the police force for ten years and made a good officer. He resigned two years ago.

MUSIC AND THE DRAMA.

Camilla Urso, who has been a distinguished violinist for more than thirty years, who has played in nearly every city of the world, after an absence of some nine years reappeared in Kansas City at the Auditorium last night before a handful of people. Musical appreciation has grown vastly in this city, but musical acquaint-

The marvelous tone power that has made this artiste famous is still the dominant feature of her playing, but she combines with a wonderful delicacy of bowing a superb management of the finger board and a refinement of expression. True artiste that she is, her inspiration is in her music, and the lack of numbers in last night's audience did not cause any shortcomings in her playing. Among her numbers were a caprice by Ernest Guiraud, a Vieuxemps reverse and the Paganini "Witches Dance."

Miss Urso has a good accompanist in Mr. George H. Wesley, who is also a soloist in her company. The other members are Miss Minnie Methot, a gitted soprano, and Mr. Edwin H. Douglass, a very pleasing tenor, although both singers were a little out of voice last night. The marvelous tone power that has made

The engagement of Roland Reed at the Coates the latter half of this week bids fair to be a very successful one. The sale of seats opened yesterday with promising activity. Mr. Reed brings an entirely new comedy, "The Wrong Mr. Wright," said to be the best play he has exploited since he has been a star. The cast includes isadore Rush, who is remembered as a beautiful woman, a clever actress and a stunning dresser.

Demurrer in Rusie Case.

Trenton, N. J., March L.—The case of Amos Rusie, who arks to have set aside the reserving of himself by the New York buseball club, came up before Judge Kirk-patrick in the United States circuit court to-day. James Buchanan, representing the National Exhibition Company, proprietor of the New York club, filed a demurrer to the bill. He argued that all of the associations owning clubs in the National League should be made a party to the suit. Arguments will be heard on the demurrer